

# Louisiana Statewide Transportation Plan

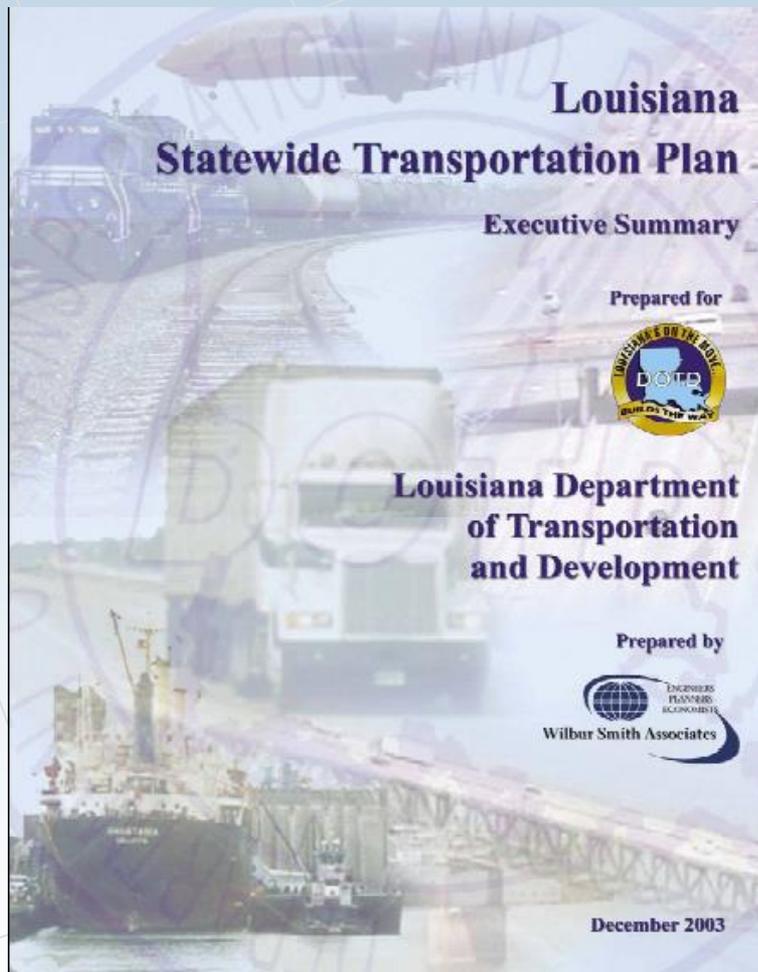


*Review*

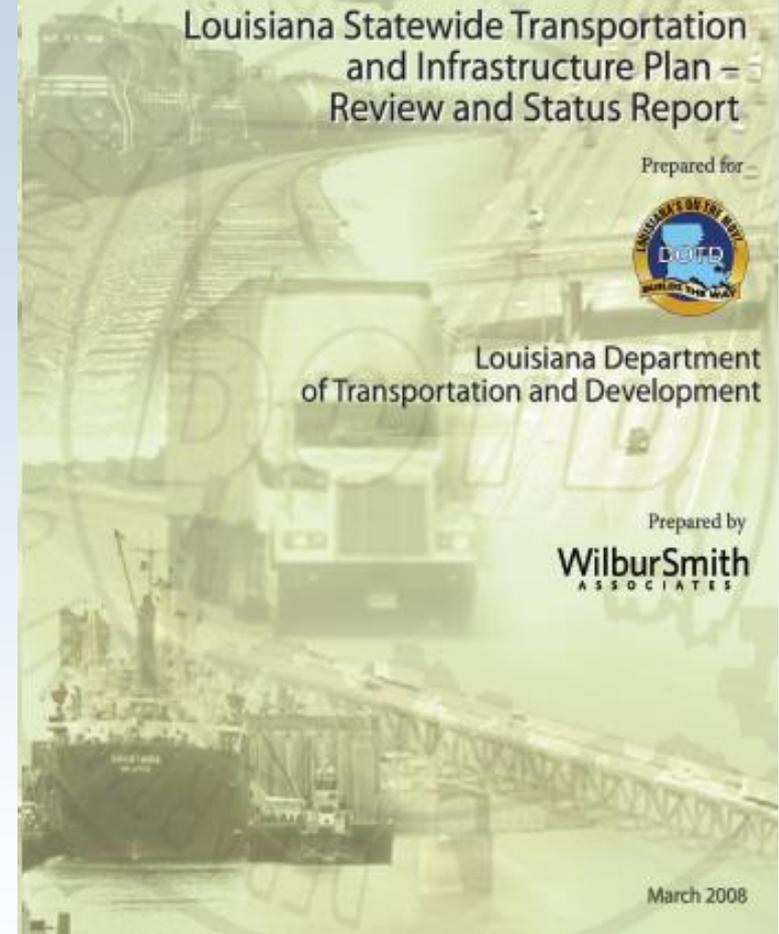
April 24, 2014

**CDM  
Smith**

## Current Plan adopted in 2003

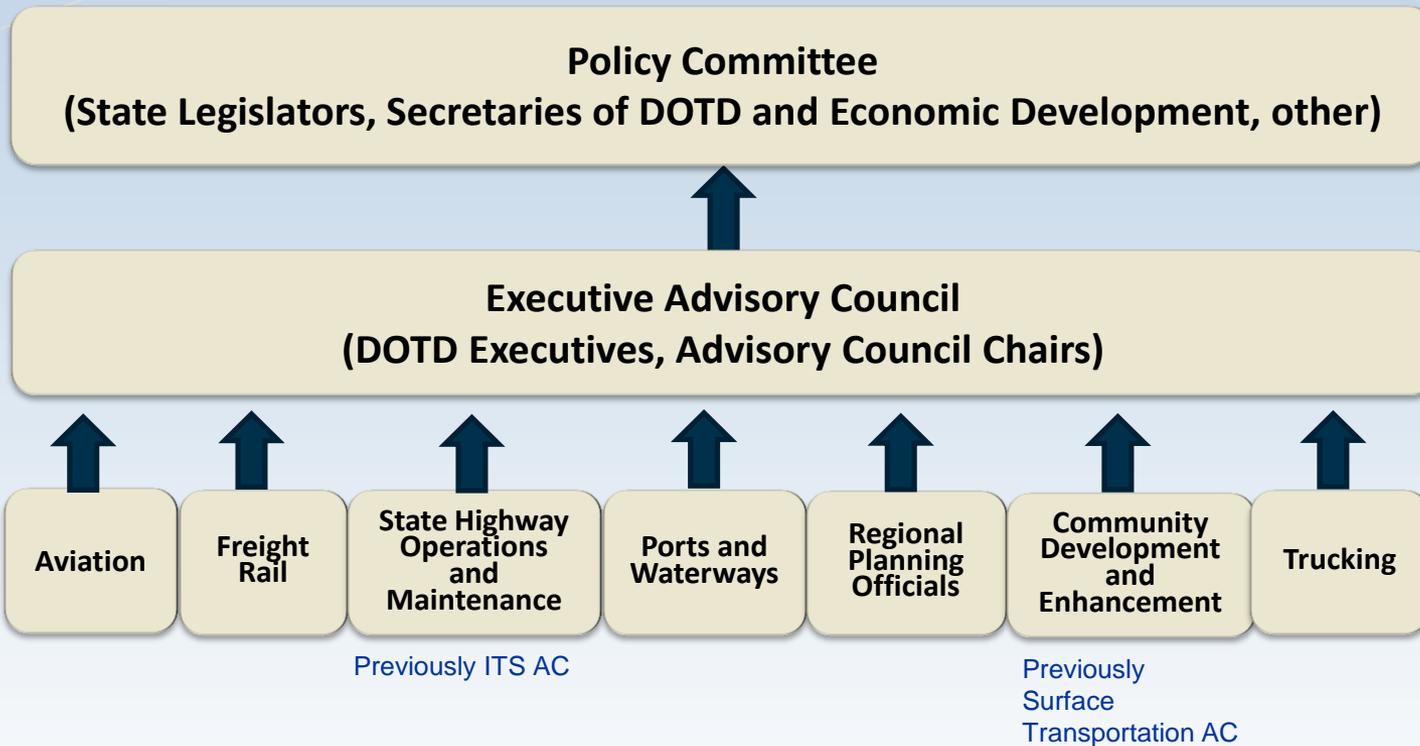


## Review and Status Report in 2008



**Covers all modes – freight and passenger. Economic growth is a major driver.**

# Decision-Making Process



# Policy Committee

- Senate President John Alario
- Senator Robert Adley
- Senator Mike Walsworth
- House Speaker Chuck Kleckley
- Representative Karen St. Germain
- Representative Stephen Pugh
- DOTD Secretary Sherri LeBas – *Policy Committee Chair*
- LED Secretary Stephen Moret
- Robert Scott, President, Public Affairs Research Council

## Duties:

- Serve as the final decision-making body for the update of the Louisiana Statewide Transportation Plan;
- Establish priorities among transportation-related, economic development projects and/or services;
- Advise other members of the Legislature, local elected officials, public and private agencies, companies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding.

# Schedule

- **Target completion date = mid-Summer 2014**
  - Complete technical analyses
  - Complete stakeholder input
  - Formulate plan
  - Conduct economic impact analyses
  - Draft document ready in late Spring 2014
- **Asset Management Plan target completion = February 2014**
- **Draft Aviation Plan complete**
- **Freight Plan target completion = early Fall 2014**
  - MAP-21 compliant
- **Draft LA International Commerce Master Plan complete**
- **Draft Rail Plan complete**
- **Strategic Highway Safety Plan complete**

# Louisiana Statewide Transportation Plan Update



Policy Committee Meeting  
*Baton Rouge, LA*

April 24, 2014

**CDM  
Smith**

# Agenda

**Vision, Goals, Objectives and Performance Measures**

**Funding Scenarios/Funding Gap**

**Recommendations**

**Megaprojects**

**Budget Line Items**

# Vision, Goals, Objectives and Performance Measures

# Draft Vision

Louisianans enjoy the quality of life offered by both the urban and rural areas of the state. Louisiana will nurture and support a continuation of small and medium-sized towns and cities with open space between them. There will be a prosperous economy due in large part to an integrated, connected, safe and secure, well-maintained, balanced transportation system that moves people and freight effectively from, within, and between Louisiana's urban and rural areas via land, water, and air.



# Infrastructure Preservation & Maintenance

*Preserve Louisiana's multimodal infrastructure in a state of good repair through timely maintenance of existing infrastructure*

## Objectives

- Keep Louisiana's State highway pavement, bridges, and highway-related assets in good condition
- Assist modal partners in achieving state-of-good repair for aviation, port, rail, transit, and navigable waterway infrastructure
- Assist local roadway departments in achieving state-of-good repair for locally-owned roads and streets.

## Performance Measures

### *Direct Measures*

- Percent of State Highway System meeting pavement condition targets, by system tier (Interstate, NHS, SHS, RHS)
- Percent of structurally deficient bridges by deck area for each tier

### *Indirect Measures*

- Percent of public-owned airports meeting the State's standard
- Percent of public transit fleets meeting applicable condition standards



# Safety

***Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness***

## Objectives

- Reduce number and rate of highway-related crashes, fatalities and serious injuries
- Reduce number of pedestrian and bicycle crashes
- Assist modal partners in achieving safe and secure aviation, port, rail, transit, and waterway performance

## Performance Measures

### *Direct Measures*

- Highway fatalities and serious injuries (number and rate)
- Crashes involving trucks (number and rate)
- Number of crashes involving transit vehicles
- Number of crashes at rail crossings
- Number of crashes involving pedestrians and bicyclists

### *Indirect Measures*

- Number of collisions on waterways (12-year rolling average)



# Economic Competitiveness

***Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism***

## Objectives

- Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Louisiana
- Improve access to intermodal facilities and the efficiency of intermodal transfers
- Provide predictable, reliable travel times throughout Louisiana
- Ensure small urban areas (5000+ population) are well connected with one another and with large urban employment centers

## Performance Measures

### *Direct Measures*

- % principal arterial highways with acceptable V/C ratios
- Annual hours of delay from incidents on freeways
- Number of freight bottlenecks addressed
- Place holder for any MAP-21 freight efficiency measurement requirements developed by FHWA

### *Indirect Measures*

- Percent of navigable waterway miles maintained to federally authorized dimensions



# Economic Competitiveness, cont'd

*Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism*

## Performance Measures, cont'd.

### *Direct Measures*

- Percent of highways connecting urban areas that meet minimum state standards
- Annual tonnage and value of freight moved at Louisiana marine ports
- Annual tonnage and value of freight moved at Louisiana airports
- Percent of shortline freight rail system capable of supporting 286K lb cars



# Community Development & Enhancement

*Provide support for community transportation planning, infrastructure, and services*

## Objectives

- Cooperate with and support MPOs, State Planning and Development Districts, and local governments with the establishment and refinement of land use, transportation, and community development plans
- Increase options available to local governments to seek sustainable revenue for local transportation needs
- Reduce barriers to state and local collaboration
- Enhance access to jobs for both urban and rural populations
- Improve modal options associated with supporting the economy and quality of life regardless of age, disability, or income
- Identify methods to preserve the integrity and character of “town centers” and preserve open space, or the appearance of open space, between them



# Community Development & Enhancement, cont'd

*Provide support for community transportation planning, infrastructure, and services*

## Performance Measures

### *Direct Measures*

- Percent of parishes and municipalities with local comprehensive plans
- Number of parishes with elderly and handicapped transit service
- Number of parishes with general transit service



# Environmental Stewardship

***Ensure transportation policies and investments are sensitive to Louisiana's environmental issues***

## **Objectives**

- Minimize the environmental impacts of building, maintaining, and operating Louisiana's transportation system
- Comply with all federal and state environmental regulations

## **Performance Measures**

### *Direct Measures*

- Number of parishes that meet NAAQS mobile source emissions standards
- Acres of wetlands impacted by DOTD or DOTD-funded projects
- Percent of DOTD fleet converted to alternative fuels
- Place holder for any MAP-21 air quality measurement

### *Indirect Measures*

- Percent of State and local public fleets converted to alternative fuels

# Funding Scenarios & Funding Gap

# Revenue Scenario Development

## Scenario 1 - Baseline

- 0.5% Annual State and Federal Revenue Growth

## Scenario 2 - Reduction

- Baseline + Major Reduction in Federal FY 15, Slight Rebound FY 16

## Scenario 3 - Modest Increase

- Baseline + Dedicated Vehicle Sales Tax \$ Beginning FY 20

## Scenario 4 - Aggressive Increase

- Baseline + Dedicated Vehicle Sales Tax \$ Beginning FY 20 + \$300M Annual Federal Increase Beginning FY 20

# Revenue Scenario Discussion

NEEDS = \$47 Billion

Scenario 1 = \$18.5 Billion

Scenario 2 = \$16.0 Billion

Scenario 3 = \$28.0 Billion

Scenario 4 = \$35.0 Billion



# Revenue Totals by Scenario

Mode	Scenario Revenue Levels, FY 2012 - 2044, Constant 2010 Dollars, in Billions			
	1	2	3	4
Road & Bridge	\$15.6	\$13.4	\$24.5	\$31.0
Transit	\$1.8	\$1.5	\$1.8	\$2.3
Port	\$0.4	\$0.4	\$1.0	\$1.0
Aviation	\$0.7	\$0.7	\$0.7	\$0.7
Rail	\$0.0	\$0.0	\$0.1	\$0.1
<b>Total</b>	<b>\$18.5</b>	<b>\$16.0</b>	<b>\$28.0</b>	<b>\$35.0</b>
Annual Avg.	\$0.56	\$0.49	\$0.85	\$1.06

# Funding Gap: Needs vs. Baseline Revenues

Mode	Needs	Baseline Revenues (in Billions)	Funding Gap
Road & Bridge	\$28.19	\$15.60	\$12.59
Transit	\$7.18	\$1.80	\$5.38
Waterways & Ports	\$7.11	\$0.40	\$6.71
Passenger/Freight Rail	\$1.98	\$0.00	\$1.98
Aviation	\$2.64	\$0.70	\$1.94
<b>Total</b>	<b>\$47.10</b>	<b>\$18.50</b>	<b>\$28.60</b>

# Recommendations by Advisory Council

# Aviation

ID	No.	Recommendation
CDE	1	Provide State support for commercial service airport development in accordance with approved master plans.
EC	1	Develop aviation marketing program, using General Fund monies, to attract additional air service, air cargo, and aerospace companies.
EC	2	Study challenges/opportunities of helicopter industry in support of Louisiana business, industry and economic growth.
EC	3	Update Statewide Economic Impact of Aviation Study every 3 to 5 years.
INF	1	Upgrade General Aviation infrastructure identified in the Louisiana Airport System Plan to minimum standards.
INF	2	Re-establish program of land acquisition/aviation easements for obstruction removal.
INF	3	Support an ongoing annual appropriation to the General Aviation Air Carrier Airport and Maintenance Program.
INF	4	Support a reauthorization and appropriation of the Federal Airport Improvement Program that best benefits Louisiana aviation.

# Aviation, Cont'd.

ID	No.	Recommendation
INF	5	Give priority to the Louisiana Airport System facilities for State funded projects.
INF	6	Support Federal funding of air traffic control towers (both Federal and contract).
INF	7	Consider changing National Plan of Integrated Airport Systems (NPIAS) airport designations based on Louisiana Airport System Plan (LASP) analysis and recommendations.
INF	8	Change State system airport designations based on LASP analysis and recommendations.
S	1	Define strategic roles of Louisiana aviation resources during natural disasters.
EC	4	Establish a comprehensive State policy that defines the application process and development of new airports/heliports to include the evaluation of impacts to existing airports and the ability of the new facilities to be self-sustaining.

# Community Development and Enhancement

ID	No.	Recommendation
CDE	2	Educate public and elected officials about the need for, and benefits of, public transportation.
CDE	3	Coordinate implementation of Federal funding sources for specialized transit. Develop Task Force of State agencies using Federal funds for human services transportation and public transportation. Regional coordination plans and a statewide coordination plan should be developed.
CDE	4	Encourage all MPOs to develop a comprehensive transit master plan.
CDE	5	Continue implementation of Complete Streets policy.
CDE	6	Develop and implement Statewide Bicycle Goals Map.
CDE	7	Continue to fund local transportation plans but expand scope to include land use, public buildings/facilities, public infrastructure including stormwater management, transportation, drainage, utilities, etc.
CDE	8	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.

# Community Development and Enhancement, Cont'd.

ID	No.	Recommendation
CDE	9	Promote and develop connectivity between public transportation systems and other transportation modes.
CDE	10	Evaluate the feasibility of an Airport to New Orleans CBD bus rapid transit.
CDE	11	Continue to update/maintain statewide bicycle suitability map.
CDE	12	Support local efforts to convert abandoned rail corridors to recreational trails.
ES	1	Work with congressional delegation to create wetland mitigation credits for preserving existing wetlands.
ES	2	Preserve buffers, preferably as wetlands mitigation, to provide separation or appearance of separation between adjacent communities.

# Freight

ID	No.	Recommendation
EC	5	Conduct economic impact analysis of freight rail in Louisiana in coordination with Louisiana Department of Economic Development (LED).
EC	6	Educate the State's legislature and Congressional delegation on the need for State and Federal legislation to support funding for the State's freight railroads.
EC	7	Dedicate \$25M annually from the State capital outlay program for navigation and port related freight rail capital projects.
INF	9	Assist freight railroads in securing grants and loans from existing and future Federal assistance programs.
S	2	Research incentive programs for closures of public and private grade crossings.
CDE	13	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.

# Ports and Waterways

ID	No.	Recommendation
EC	8	Establish a Statewide Maritime Marketing Program.
EC	9	Study the economic competitiveness of Louisiana ports.
EC	10	Support multi-state coordination of infrastructure improvements along the Mississippi River corridor and tributaries.
EC	11	Continue to work through partnerships to increase funding for and utilization of the inland waterway system and of coastal ports.
EC	12	Support the development of major container terminals and distribution centers through individual port authorities.
EC	13	Support public-private partnerships for maritime facility investment, including distribution centers, through tax credits and other tax incentives.
INF	10	Implement the recommendations of the DOTD's Marine Transportation Systems Plan.
INF	11	Support the full appropriation in the Harbor Maintenance Trust Fund for maintenance of navigation channels.
EC	14	Dedicate \$25M annually from the State capital outlay program for navigation and port related freight rail capital projects.

# State Hwy Operations & Maintenance

ID	No.	Recommendation
INF	12	Utilize Federal funds for preservation repairs by DOTD work forces.
INF	13	Support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan.
INF	14	Transfer 5,000 miles of State highways to local governments through an incentive program.
INF	15	Implement the Statewide Intelligent Transportation System (ITS) Plan and integrate use of cost-effective ITS elements into other projects.
INF	16	Increase the cost threshold for DOTD constructed projects when determined to be cost effective.
INF	17	Coordinate with local governments to identify and study alternative local funding sources.
INF	18	Support the interoperability of ITS technologies for trucks.
INF	19	Allow mobility funds money to be used on Priority A and B statewide plan megaprojects without tolling.

# State Hwy Operations & Maintenance, Cont'd.

ID	No.	Recommendation
INF	20	Increase amount for DOTD letter bids from \$500K to \$1M.
CDE	14	Convert public vehicle fleets to alternative fuels.
S	3	Evaluate emergency preparedness for the DOTD and determine opportunities for improvement.

# Trucking

ID	No.	Recommendation
CDE	15	Ensure trucking representation and participation by private sector in MPO planning processes.
EC	15	Develop seamless electronic credentialing; one-stop shop for permitting, registrations, license plates, etc.
EC	16	Work with LA Department of Economic Development (LED) and others to address peak hour congestion by providing incentives for extending hours of port operations.
EC	17	Improve quality of connectivity to ports and rail yards.
EC	18	Re-establish Motor Carrier Advisory Committee.
EC	19	Develop a process to identify, monitor, and restore condition of special truck routes that support the energy and mining industry.
EC	20	Improve access to LNG/CNG, propane and other alternative fuels to support commercial transportation.
EC	21	Create a policy to enhance private sector conversion from diesel/gasoline to LNG/CNG, propane, or other alternative fuels to support transportation.

# Trucking, Cont'd.

ID	No.	Recommendation
EC	22	Improve regional consistency and uniformity in oversized/overweight truck permitting.
EC	23	Construct weigh station at I-49 at the Arkansas State Line.
EC	24	DOTD and LED to collaborate on identifying transportation needs, issues and impacts when recruiting industry/business into the state.
INF	21	Oppose Federal weight limits increases.
S	4	Improve incident management.
S	5	Increase supply of truck parking.
S	6	Revise/improve roadway design and accommodations for large trucks at intersections and roundabouts.
S	7	Relocate and/or redesign the weigh station along I-10 at the Texas Line.

# Plan Recommendations Tied to Budget Line Items

ID	No.	Budget Line Items Recommendation
CDE	16	Provide funding for a portion of rural transit operating expenses to meet the current & future expansion needs.
CDE	17	Develop a state-administered Local Assistance Program to rehab/reconstruct locally-owned roads. Local match to be required that may vary according to transportation planning criteria.
CDE	18	Continue to fund transportation demand management for MPOs.
INF	22	Increase funding for roadway maintenance and construction.
INF	23	Increase funding for Port Priority Program.
INF	24	Increase funding for Pavement Preservation to meet established goals.
INF	25	Increase funding for Bridge Preservation to meet established goals.
INF	26	Increase funding for Highway Operations.
INF	27	Increase funding for District Operations and Contract Maintenance.
INF	28	Implement Highway Megaprojects in Priority A and B.
INF	29	Continue regular small Capacity Program.

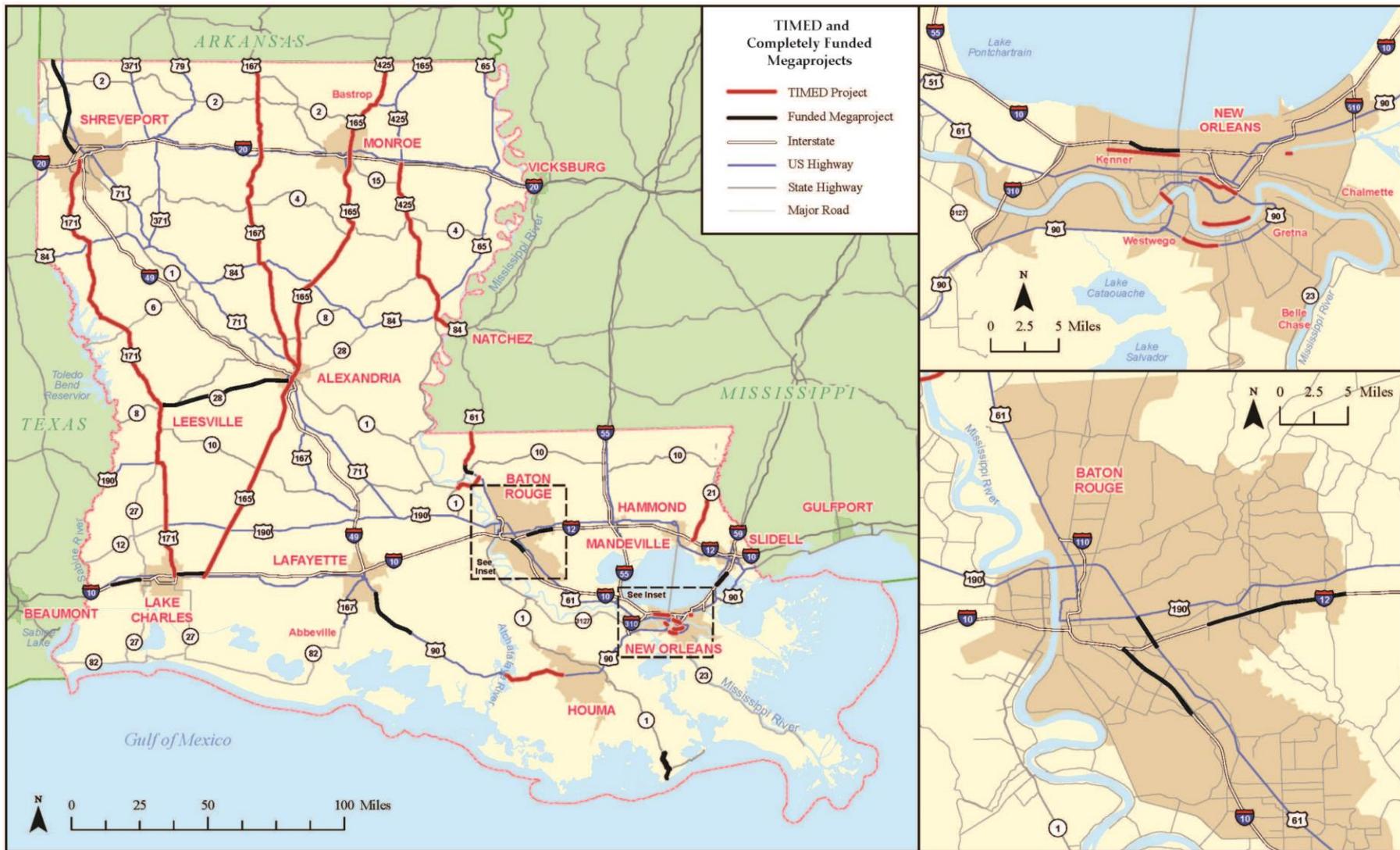
# Plan Recommendations Tied to Budget Line Items, Cont'd.

ID	No.	Budget Line Items Recommendation
S	8	Increase funding for Highway Safety.
INF	30	Support the establishment of a state-funded Rail Retention and Infrastructure Program and provide statewide funding for shortline rail program.
INF	31	Fund highway/rail grade separation program.
S	10	Continue funding for active warning devices at rail/highway crossings.

# Megaprojects



# TIMED + Completely Funded Megaprojects

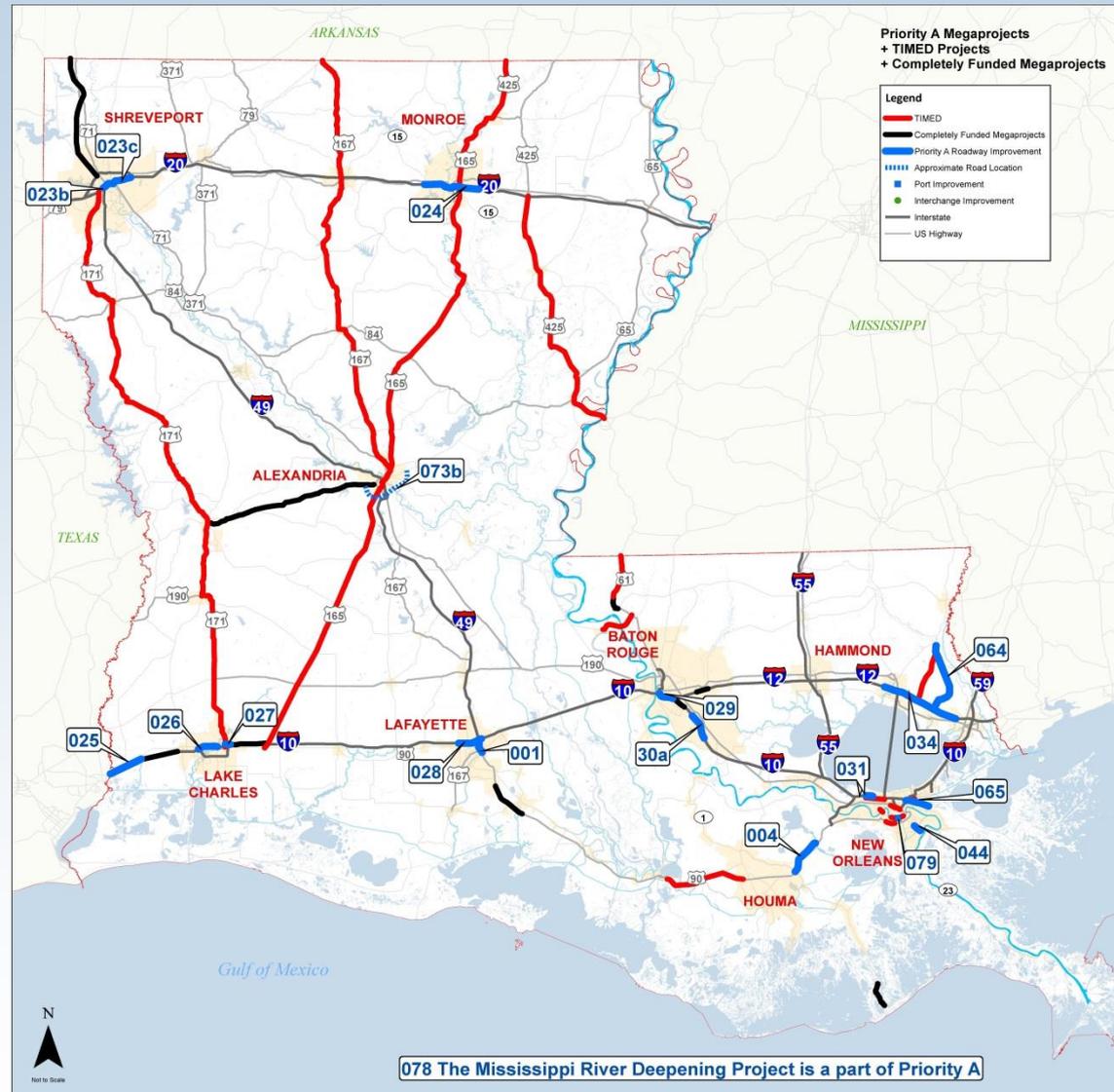


# TIMED + Funded + Priority A Megaprojects

## PRIORITY A

20 Projects \$3.7B  
(plus \$1.1B other sources)

- 13 interstate upgrades/widening
- 3 bridge projects
- 2 new highways
- River deepening and Port of NO container terminal

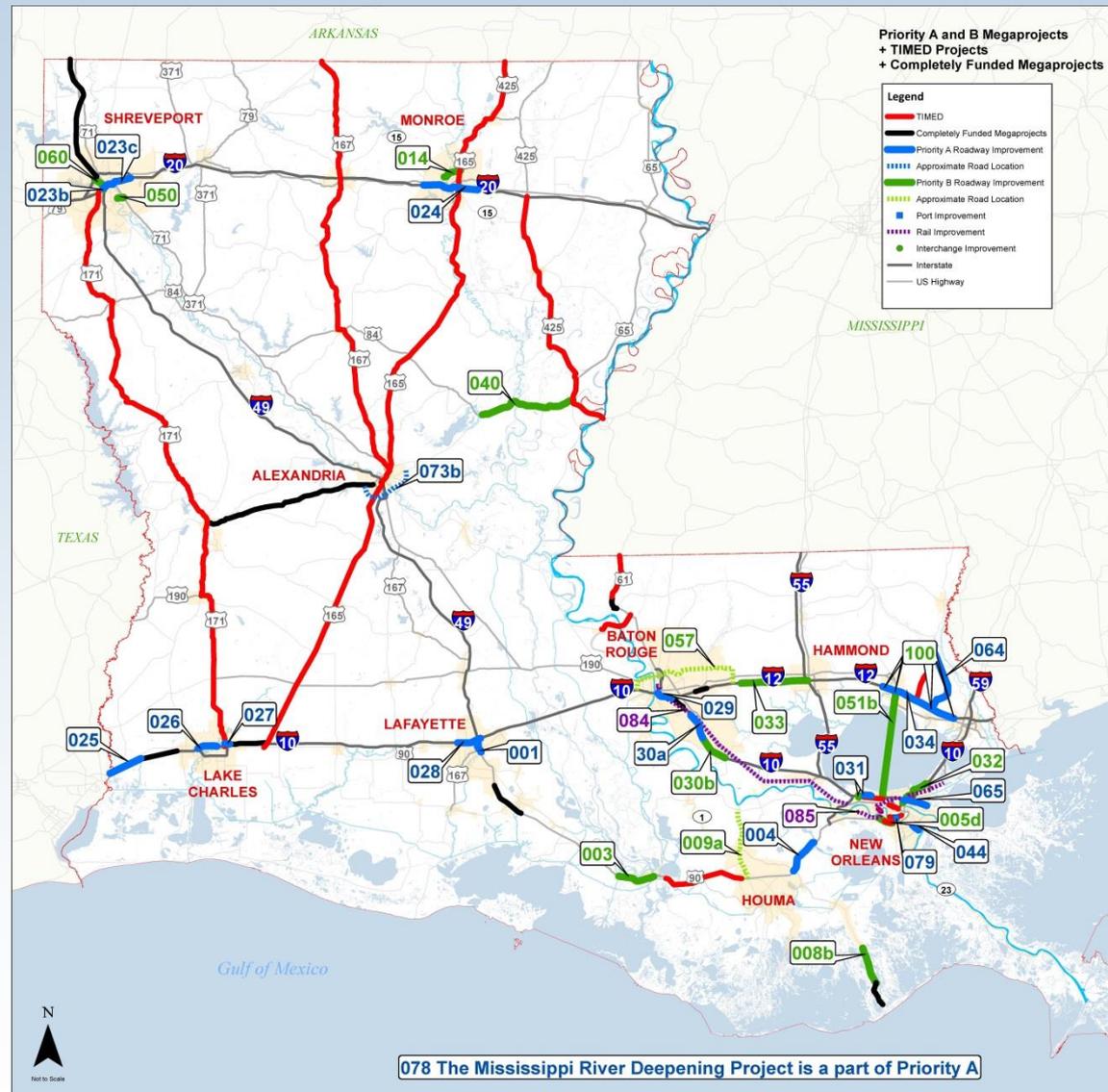


# TIMED + Funded + Priority A & B Megaprojects

## Priority B

17 Projects \$2.9B (plus \$2.2B other sources)

- 1 highway and 5 interstate upgrades/widening
- 4 new highways
- 2 rail projects
- 2 interchange improvements
- 2 new bridges
- Causeway safety improvements



# Budget Line Items

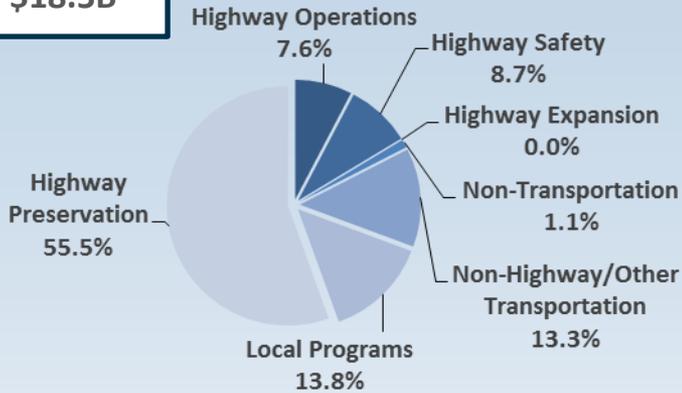
# Budgeted Line Items

Forecasted Revenue Scenarios\* | FYs 2012, 2022, & 2042 | Budget Line Items

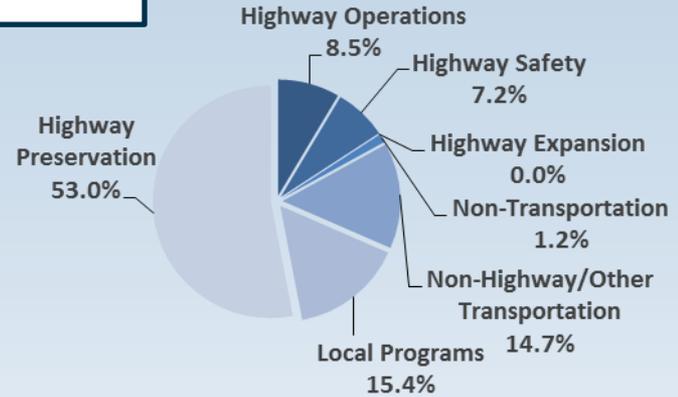
Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
<b>Hwy Preservation</b>									
Non-Interstate Pavement (NHS)	27.7	55.0	55.0	55.0	55.0	80.0	75	80.0	80.0
Non-Interstate Pavement (SHS)	98.4	100.0	80.0	110.0	110.0	110.0	83.0	165.0	165.0
Non-Interstate Pavement (RHS)	43.2	50.0	45.0	60.0	60.0	50.0	45.0	90.0	90.0
Interstate Pavement	80.0	85.0	65.0	85.0	85.0	90.0	70.0	125.0	125.0
Bridge Preservation (on)	165.5	169.4	144.4	255.0	415.0	168.8	153.8	280.0	510.0
Bridge Preservation (off)	20.4	12.0	12.0	48.0	48.0	12.0	12.0	48.0	72.0
<b>SUBTOTAL</b>	<b>435.2</b>	<b>471.4</b>	<b>401.4</b>	<b>613.0</b>	<b>773.0</b>	<b>510.8</b>	<b>438.8</b>	<b>788.0</b>	<b>1,042.0</b>
<b>Hwy Operations</b>									
ITS	13.0	15.0	15.0	15.0	15.0	15.0	15.0	18.0	18.0
Traffic Control Devices	16.0	19.0	19.0	25.0	25.0	19.0	19.0	29.0	29.0
Interstate Lighting	3.0	3.5	3.5	6.0	6.0	3.5	3.5	10.0	10.0
TSM	8.0	8.0	8.0	9.0	9.0	10.0	10.0	10.0	10.0
Roadway Flooding	4.0	4.5	4.5	4.5	6.0	5.0	5.0	7.0	7.5
Weigh Stations	2.1	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.5
Rest Areas	12.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0
Ferries	0.7	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Moveable Bridges	2.1	2.5	2.5	10.0	10.0	3.6	3.6	11.0	11.0

# Budget Allocations by Scenario

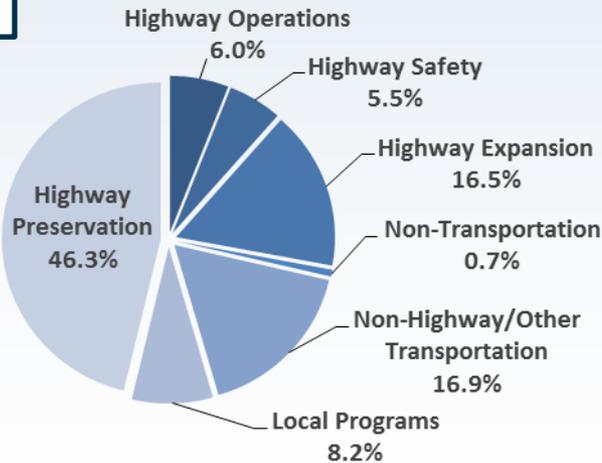
**Scenario 1**  
**\$18.5B**



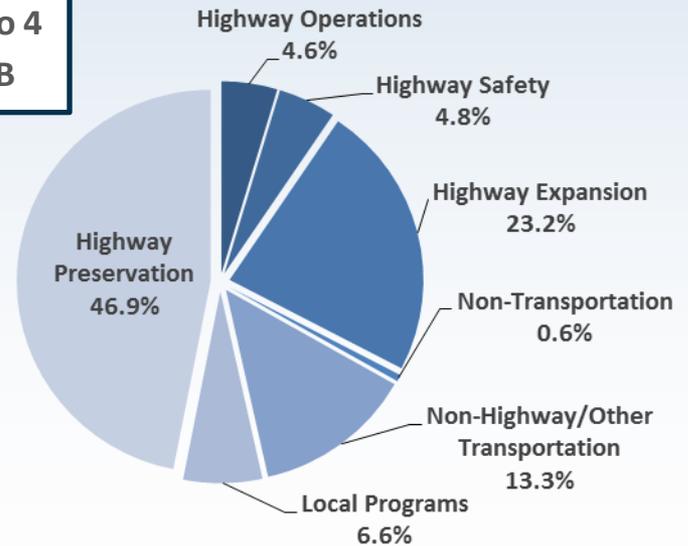
**Scenario 2**  
**\$16.0B**



**Scenario 3**  
**\$28.0B**



**Scenario 4**  
**\$35.0B**



# Next Steps

Thank you!



<http://www.dotd.la.gov/study/>